

THE JET GAZETTE

OFFICIAL PUBLICATION OF THE 141ST AIR REFUELING WING

VOLUME 52 ISSUE 1 • SUMMER 2015

SECURITY FORCES

TRAVEL TO REMOTE LOCATION FOR DEPLOYMENT PREPARATION

FUELING THE FIGHT

BEHIND THE CURTAIN OF FUEL CELL OPERATIONS



DEPLOYMENTS

AIR EXPEDITIONARY FORCE DEPLOYMENTS TO BE REPLACED WITH RESERVE COMPONENT PERIODS

ADVANCED RIDER COURSE

MOTOR CYCLE SAFETY COURSE BUILDS ON BASIC SKILLS



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THE MISSION OF THE JET GAZETTE IS TO EFFECTIVELY COMMUNICATE EVENTS AND INFORMATION OF THE 141ST AIR REFUELING WING TO UNIT MEMBERS, THEIR FAMILIES AND RETIREES AND TO RECOGNIZE PERSONAL AND UNIT ACHIEVEMENTS WITHIN THE WING.

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NOTES FROM THE TOP

Iwould like to take the opportunity to thank each and every one of you for making 2015 such an overwhelming success. As I look back over the last year, it amazes me how much we have accomplished together as a wing. You have been instrumental in the successful execution of both our federal and state missions, which showcases the unwavering dedication, commitment, strength, and versatility of our wing.

Whether deploying and executing combat operations downrange or battling the largest wildfires in Washington State history, you all made it happen flawlessly, professionally, and without compromise. As our motto states “We are neighbors helping neighbors through a tradition of service” and our call to duty in 2015 clearly reflected this motto and the uniqueness, diversity, and steadfast resilience of the Washington Air National Guard.

As we move forward into 2016 we are facing yet another busy year in which will call for the continued perseverance, support, and expertise that is engrained within each and every one of us in order to execute the mission safely, effectively, and with distinction. From our Nuclear Operational Readiness Inspection (NORI) at the end of January, to supporting of our Reserve Component Period



(RCP) starting in March, our AEF deployment this summer, DOMOPS “Evergreen Tremor” along with the normal rigors of day to day operations, all of which will require everyone’s steadfast resolve.

Our focus this year will be on mission readiness, execution, and maintaining the strength of our unit. It is critical that we are well trained, well prepared and well equipped 24/7 to ensure that we can continue to answer the call when and where we are needed. It is

crucial that we are also focusing on our own personal readiness, the needs of our families and that of our civilian employers. It is a delicate balance in wearing the uniform as a guardsman although one that holds a proud heritage and legacy of which you all have a hand in shaping.

Together we demonstrate the strategic agility and operational velocity necessary to make the 141st Air Refueling Wing the unit that answers the call today, tomorrow and

well into the future. My greatest appreciation goes to you and your family for the dedication to service and sacrifice in ensuring mission success. I am honored to work alongside all of you and am excited to see all the amazing things that the 141st Air Refueling Wing will accomplish in 2016.

Thank you,

Dan



PHOTO BY STAFF SGT. MICHAEL MEANS
92D AIR REFUELING WING PUBLIC AFFAIRS

6

5

WING HISTORY

BY TECH. SGT. WES WALTON

WHEN THE 116TH OBSERVATION SQUADRON received federal recognition on August 6, 1924, Major John T. Fancher became the unit's first commander. He was the son of a wheat farmer from Espanola, Washington, who volunteered for the newly formed aviation corps during World War I. He eventually commanded an air combat unit until the end of the war.

During the first few years of the unit, Maj. Fancher led the founding members consisting of 14 officers and 50 enlisted men through difficult times. Many members, including the Commander himself, contributed their time and energy assembling the steel and tin for the WWI retreat hangars at Felts Field. When the planes first arrived money had not been allocated to the unit. Maj. Fancher used his personal credit to purchase the first 15 gallons of fuel for the JN-6-A2 "Jennies".

Spokane had secured the National Air Races in May 1927. Maj. Fancher was the driving force behind organizing and running the air derby. He enlisted local leaders, newspaper owner William H. Cowles, lumberman Milton McGoldrick, investment tycoon Harlan I. Peyton, hotel owners Victor Dessert and Louis M. Davenport and a host of others to contribute their time, financial support, influence, and organizational skills to its success.



Fancher flew to New York and back in his O-2C bi-plane to drum up publicity and make arrangements along the routes of the races. He took the long route home to stop by South Dakota and the summer home of President Calvin Coolidge.

After performing some aerobatic maneuvers over the household, Fancher threw a weighted banner to the ground that read "Greetings to the President." He landed to invite the president to

Spokane for the Air Races. Coolidge had to decline the invitation, but was impressed enough to pause for a picture with Fancher.

When Charles A. Lindbergh made his epic trans-Atlantic flight on May 21, 1927, aviation drew national and international attention. Fancher had been on hand to greet Lindbergh upon his return to New York from France and invited him to be Spokane's guest at the air derby.

Lindbergh had to cancel, but he included Spokane on a tour and added to the anticipation of the air derby to begin nine days later.

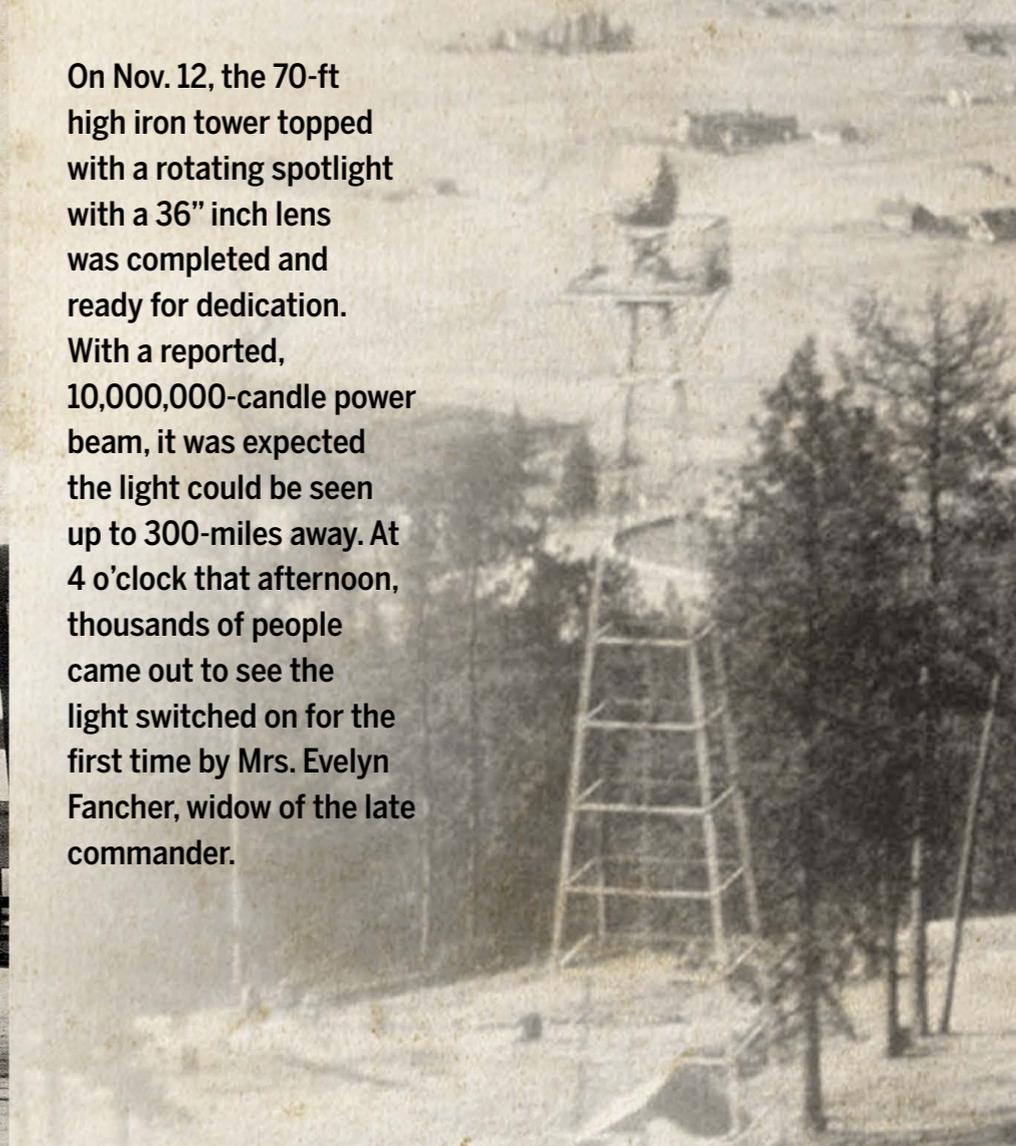
In April of 1928, Fancher and the 116th OS were asked to perform at Wenatchee's ninth Annual Apple Blossom Festival and the grand opening of their new airport. Fancher dropped bright delayed ignition fuse bombs over the heads of the crowd from his airplane.



From left-to-right, Frank Davies; Maj. John Fancher; 116th Observation Squadron commander; Governor for the State of Washington Roland Hartley; Charles Lindbergh; Spokane City Mayor Charles Flemming; Col. Thomas Aston; 161st Infantry commander; WA National Guard; Harlan Peyton Evans of the local Air Derby Association



On Nov. 12, the 70-ft high iron tower topped with a rotating spotlight with a 36" inch lens was completed and ready for dedication. With a reported, 10,000,000-candle power beam, it was expected the light could be seen up to 300-miles away. At 4 o'clock that afternoon, thousands of people came out to see the light switched on for the first time by Mrs. Evelyn Fancher, widow of the late commander.



He then joined Capt. Neely and Lt. Haynes in close three-ship twists, turns and loops, all in the dead of night. After the show, Fancher was concerned about three of the crude matchstick-type fuse bombs that hadn't ignited which were still in his plane.

Fearing the malfunctioning munitions would hurt someone, Fancher took the bombs to an empty field nearby to destroy them. The third one exploded after the fuse was lit in his hands fatally injuring him. With time growing short, Fancher gave his last instructions to his Executive Officer, Capt. Neely, "I don't want the false

idea to get out that this accident was of an aeronautical nature. I want flying to go forward as rapidly and safely as possible. I don't want the slightest shadow of responsibility to be placed on aviation as a result of this accident."

Fancher, the first 116th OS Commander, World War I veteran and airpower pioneer died at the Wenatchee hospital with his wife at his side. Condolences poured in from political leaders and famous aviators from all across the United States; including Eddie Rickenbacker, World War I Top Ace.

Thousands attended his funeral at the Masonic Temple with hundreds of others lining the streets. At his burial, the 116th OS flew over Riverside Cemetery in formation and dropped flowers on the service.

In honor of his achievements, the road leading up to Felts Field was renamed Fancher Road. The airfield in Wenatchee bore the name "Fancher Field" until 1931. On top of Beacon Hill lays a forgotten light beacon tower with a plaque that commemorated the event. ✈️



SECURITY FORCES

STORY AND PHOTOS BY **TECH. SGT.
MICHAEL LEE BROWN**

UNIT TRAVELS TO REMOTE
LOCATION TO PREPARE
FOR DEPLOYMENT



FOUR SECURITY FORCES GUARDSMEN cautiously anticipate a possible enemy ambush as they enter an eerily-still simulated Middle Eastern village littered with small cinder block homes. One of the buildings hides a high-value target they must capture...dead or alive.

Communicating with only hand gestures and shoulder taps, the team leader signals with a thumbs up to penetrate each building. The team has only a fraction of a second to decide if the people inside are hostile or innocent. Breaching each home, gunfire erupts and after a few seconds the team yells, "all clear!", before moving on to the next building.

This was all part of a final exercise using the skills that had been taught to them over the course of 13 days of training. The first few days were spent qualifying on several weapons systems including the M4 rifle, the M240B

machine gun, the M249 machine gun, the M9 handgun and the M203 grenade launcher, the remainder of the training allowed the airmen to prove their new-found proficiency.

Prior to shooting the M4 rifle, the guardsmen were made to run approximately 200-feet and do 25 push-ups then return and confront a belligerent suspect. As soon as security forces made contact with the person they immediately gave him orders to show his hands and get down on the ground.

The suspect kept his hand behind his back the entire time disobeying the orders given him. At that point security forces had no choice but to subdue the unruly suspect and put him in handcuffs.

The purpose of these exercises being thrown into the mix of shooting was to get the person's heart rate up and bring in an element of confusion prior to shooting, to imitate what it would be like in an actual firefight.

"Usually there are multiple things going on during a firefight that make standing in a single position and calmly shooting a target very unrealistic," said Chief Master Sgt. Joel Dauer, 141st Security Forces Squadron Superintendent, "They need to be able to think straight when shooting a weapon under stress."

Over the next few days the security forces personnel learned about conflict management and proper use of force. Part of this training focused specifically on riot control. When performing riot control the team lines up in a straight line to block anyone they don't want to get behind them.

The riot line moved like a well-oiled machine with each step having a deliberate purpose. There are several reasons for this approach, from dispersing large violent crowds to detaining unruly individuals. The team chants a command to the crowd, "back... back!" as they step forward using riot shields and batons as a protective barrier between them and



also trying to pull offenders behind the line so they can be detained by the secondary team positioned at the back.

The secondary part of the line is responsible for filling in gaps in the line if someone falls or becomes injured, they detain suspects that are pulled behind the line. Every movement made is done to restore order during a violent demonstration.

The guardsmen also practiced room clearing in both a controlled indoor setting and in an outdoor mock city. They went from building to building clearing rooms, while facing small arms fire

from opposing forces. Both sides used simulated ammunition that is a non-lethal but realistic training round that fires a pellet and paint marker to easily identify who has been hit.

The Airmen spent time learning land navigation and open area tactical movements. The class was taught by Master Sgt. James Gwin, 141st Security Forces, former Survival Evasion Resistance and Escape instructor.

Airmen learned how to use landmarks on a map to identify points and then use coordinates to maintain a heading to travel from point to point. After learning the fundamentals each fire team was given

coordinates to locations to reach while encountering unknown threats in the area. After facing small arms fire from a hillside, fire teams were forced to maneuver around and neutralize the threat to continue on to the next point.

The purpose of the exercise was to ensure the airmen were covering each other and have the ability to properly position and deploy firepower effectively, ensuring mission success.

“Cell phones and GPS’s have batteries that you can’t always keep charged in a austere location,” said Gwin. “Since the military typically carries a map, knowing how to read it and navigate using a hard copy map is invaluable.”

Each one of the training blocks built on what was learned the day before. After completing all training blocks, it ended in a final mission to infiltrate a mock village, clearing all of the buildings and finding the target. The professional manner in which these men and women performed their job, there is no doubt as to why their motto is “Defensor Fortis,” meaning “Defenders of the Force.” 





FUEL CELL

TOTAL FORCE ENTERPRISE AT WORK

STORY AND PHOTOS BY **TECH. SGT. MICHAEL LEE BROWN**

PAGE PHOTO BY **MASTER. SGT. MICHAEL STEWART**



(LEFT TO RIGHT) AIRMAN FIRST CLASS OLIVIA RYLEY • AIRMAN FIRST CLASS BRANDON DEVERA • SENIOR AIRMAN KYLE WADDELL
TECH. SGT. BRANDON FENTON • TECH. SGT. KIP ENGLAND • STAFF SGT. DUSTIN FLOCK • TECH. SGT. ZACHARY KUNO



Opening the door to the fuels systems hangar is like stepping into a huge gas tank. The smell of fumes are very distinct to an outsider walking in, but to the airmen who work in this environment it's hardly noticeable.

There are many challenging jobs across the Air National Guard, each one with unique circumstances that make the job difficult. One of these career fields is an Aircraft Fuel Systems Specialist. They troubleshoot, diagnose and repair aircraft fuel tanks and the components that connect them to the engine and the refueling boom.

Keeping a 58-year-old aircraft free of leaks is a never ending job. Claustrophobic work conditions, volatile and hazardous fumes, and frustrated searches for a small leak in a KC-135 Stratotanker are all part of the job.

"We can fix one leak to find out there is another one five feet away," said Staff Sgt. Dustin Flock. "It's frustrating thinking you fixed the problem and then realize there are more issues to fix."

Fixing a leak may seem like a simple task, "look, there's a leak... patch it." Unfortunately it is much more complicated than that. A fuel leak can travel down the skin of the aircraft using the path of least resistance until it finds an area to leak through. It could be 30 feet or more away, not even near the tank where the leak first showed up.

"It's a very time-consuming job, it could take hours to prep the aircraft before we can even begin," said Tech. Sgt. Brandon Fenton. "It could take six hours just to get into the tank before I can start looking for and repair the leak."

A benefit to all airmen in the fuels shop is that they are Total Force Integrated. The 92d and 141st Air Refueling Wings work side by side to accomplish the mission and keep our planes in the air.





“ I’VE BEEN WORKING ON IT (KC-135) FULL-TIME FOR THE LAST 10 YEARS. THE BENEFIT IS THAT I GET TO PASS ON MY KNOWLEDGE TO BOTH THE ACTIVE DUTY AND OUR TRADITIONAL GUARDSMEN ”

— Tech. Sgt Fenton

WERNER



“Some of the guys on active duty have only worked on KC-135’s for a year or two because they came from other airframes,” said Fenton. “I’ve been working on it full-time for the last 10 years. The benefit is that I get to pass on my knowledge to both the active duty and our traditional guardsmen”.

Training and working together, the shop ensures they produce top quality maintenance professionals to keep KC-135’s in the air. The job requires the highest attention to detail. Every tool must be accounted for and every step must be followed in the Technical Order.

“If we fail to properly install the fuel pumps then the engines won’t get fuel,” said Fenton. “No fuel means that planes could crash, but we’re not going to let that happen.”

This career field is one of the reasons that the Air Force has global reach. Tankers offload fuel to aircraft that deliver close air support, airborne intelligence, search and rescue, and any other number of missions that the Air Force supports. Without fuel systems specialists, the KC-135 would never get off the ground and could not deliver fuel to other aircraft, making Fuels Systems Specialists the backbone of how the Air Force “fuels the fight.”

Staff Sgt. Jonathan Phillips looks on as Airman First Class Sarah M. Deberardinis checks technical data prior to starting a repair on a KC-135 Stratotanker fuel cell.

STORY AND PHOTOS BY
TECH. SGT. MICHAEL LEE BROWN
PHOTOS BY STAFF SGT. ROSE LUST

MOTORCYCLE SAFETY

TEAM FAIRCHILD AIRMEN BUILD
ON BASIC RIDER SKILLS DURING
ADVANCED TRAINING COURSE



“**LOOK TWICE, IT COULD SAVE A LIFE,**” many drivers have heard this saying and associated it with the difficulty of seeing a person on a motorcycle. Both riders and drivers have a responsibility to look out for each other while traveling to ensure the safety of all. Air Force Policy states that, all Air Force military personnel who operate a motorcycle on or off base...are required to attend an approved motorcycle rider safety course.

On June 25 the 141st and 92d Air Refueling Wings hosted an Advanced Rider Course for all military members at Fairchild Air Force Base, Wash. The riders had all previously attended the Basic

Riders Course on base and were attending the Advanced Course to increase their skills even further.

The ARC builds upon the skills learned in the basic course. According to the Motorcycle Safety Foundation the class consists of activities that emphasize personal risk management and self-assessment strategies, and on-cycle exercises with emphasis on cornering, braking and swerving.

“One of the things I really enjoyed about this class is that it’s a little bit more realistic,” said Capt. Faith Sanders-Walker, a helicopter pilot with the 36th Rescue Flight. “They use real-world examples, whereas in the basic course its... this is how you start the motorcycle, this is how you come forward, this is how you use your brake. This is more of a faster paced, realistic version.”



The course had riders practicing collision avoidance techniques on a closed, but realistic course. The riders were shown a riding skill by one of the two instructors and then attempted to repeat the skill while constantly receiving feedback on how they were doing. Each rider had their own take away from the course and learned something new.

“The best part of the course for me was learning how to corner properly, shifting your body weight, and how to control your bike in different cornering situations,” said Staff Sgt. Christopher Lee, a machine shop technician with the 141st Maintenance Squadron.

Ultimately, safety is the most important factor when riding. Following the rules of the road is simply not enough. A rider must

know the limits of their particular motorcycle, their own riding limits, and be prepared for all types of weather.

Operational Risk Management is something all airmen should be familiar with as part of their training. Apply it while riding to have a safe experience. For more information, contact **Master Sgt. Jess Peterson** at 247-7747. ✈️



William (Skip) Mace, master motorcycle instructor from the 92d Medical Support Squadron, gives advice to one of his students during the training course.

WAANGY

WASHINGTON ARMY / AIR NATIONAL GUARD YOUTH CAMP

STORY BY MAJ. LARRY KOHLMAN
PHOTOS BY MASTER SGT. MICHAEL STEWART
MAIN PHOTO BY MINDY GAGNE

CHILDREN RUNNING RAMPANT, PARTICIPATING IN games that have no formable guidelines or known identifiable way to keep score, kept the Washington State Air and Army National Guard Youth (WAANGY) engaged for hours during the first day of Camp this year.

What seems like total chaos at times is called the “Big Game.” This game is actually the combination of several unique games designed to relax and encourage children to meet and connect with new friends in a short period of time. Capture-the-flag ‘Fortress Style’ and slip-n-slide kickball along with human foosball were a few of this year’s highlights. The games are the first step in the master plan that was developed to help the youth open up to discover deeper relationships with other members of the guard family.

In the summer of 2004, Airman and Family Readiness Program Manager Mary Thomas, together with a few parents and a grand total of 26 children, travelled across the state to experience what the Washington Army Guard was providing to the youth of the west side. What she found would be the catalyst of what is now known as Camp

WAANGY and has grown into more than 40 volunteer adults and 170 youth swarming Camp Reed, near Deer Park, Wash.

Each day campers would break into groups called “flights” where they participated in counselor-led workshops that worked on a myriad of communication and conflict resolution exercises. Youth also found free time to take trips to the waterfront for a dip in the lake, a visit to the rock climbing tower, a shot at archery, or back to the open field to re-live elements of the “Big Game.”

From one activity to the next, the children learned about themselves and the strength of the guard family. They learned that there are other children working through challenges common amongst children of deployed citizen soldiers and Airmen.

The accumulation of activities are designed to help the children learn resiliency. Camp encourages friendships and the discovery that the guard is more than a place that their parents work at; it is a guard family that they inherently belong to. ✈️

WAANGY campers anxiously await the arrival of a bubble-soaked ball during a game of “slip-n-slide kickball.”



Campers prepare to enter the water for a swim test to determine their swimming abilities prior to participating in water sports.



First time camper, Daniel "DJ" Ritchie, dives to catch a ball during a game of "slip-n-slide kickball."





Master Sgt. Sabrina Condon and Staff Sgt. Michael Berish fold the American Flag as camp commander Senior Master Sgt. Dan Ritchie reads aloud the purpose and meaning of a flag retirement to camp participants.

WAANGY camp attendees and volunteers gather to receive a daily brief from camp commander Senior Master Sgt. Dan Ritchie.





DANG

DIRECTOR OF THE AIR NATIONAL GUARD VISITS 141ST AIR REFUELING WING

STORY AND PHOTOS BY
TECH. SGT. MICHAEL LEE BROWN

On Sunday April 12, 2015, Lt. Gen. Stanley Clarke III, Director, Air National Guard visited the 141st Air Refueling Wing at Fairchild Air Force Base, Wash. The lieutenant general was touring the Washington State Military Department to see the various missions of the Washington Air National Guard first hand.

Clarke visited several base agencies, speaking with guardsmen about their jobs and how each unit contributes to the overall Air National Guard mission.

The first stop was at the Airmen and Family Readiness Center to speak with Mary Thomas, A&FRC Program Manager. Clarke has made it a priority in his tenure to focus on family readiness as well as military readiness, "Guard Airmen must make trade-offs between family, civilian employment, spouse careers, military duties, and personal development," said Clarke. "This daily tension can carry over and undermine mission execution, leading to mistakes." Family support is an integral part of maintaining Airman readiness by providing many support services to Airmen and their families.

Clarke visited with medical personnel and toured the Disaster Relief Bed-down System storage hangar where guardsmen discussed some of the challenges of storing the equipment. "At the moment the DRBS is being stored in an active duty hangar at a time when space is at a premium," said Lt. Col. Brian Scott, 141st Medical Group. "It's a challenge to use up this much space just for storage, when there is a need for more hangar space for aircraft."

Lt. Gen. Clark also visited 141st Maintenance Group personnel to see a KC-135 Stratotanker undergo part of an isochronal inspection. Afterwards it was on to FAFB's temporary dining facility at the Red Morgan Center to eat a lunch prepared by 141st Services personnel. Services has been using their Disaster Relief Mobile Kitchen to prepare food during drill weekends as the main dining facility underwent maintenance.

It was a whirlwind trip for Clarke, being the Director of the Air National Guard there is no shortage of places to be and decisions to be made. The lieutenant general left with a parting thought, "I would like to come back and spend more time exploring the unit. The men and women here are extremely professional and impressive."



Lt. Gen. Stanley Clarke III, Director, Air National Guard, shakes hands with Senior Master Sgt. Shane Miller from the 141st Maintenance Squadron.





(Left to Right) Chief Master Sgt. Steven Durrance • Col. Mark Sweitzer • Col. David Dixon • Brigadier Gen. John Tuohy
Lt. Gen. Stanley Clarke iii • Col. Daniel Swain • Col. Matthew Yakely • Chief Master Sgt. Wayne Deist

IRCSIP

RESERVE COMPONENT PERIODS

STORY BY
STAFF SGT. ROSE LUST



PHOTO BY STAFF SGT. VERNON YOUNG JR.
U.S. CENTRAL COMMAND PUBLIC AFFAIRS



Tempo bands, unit type codes, blocks, bins and bucket systems. Let's face it, the deployment process can not only be overwhelming, but confusing at times. In October 2014 the Air Force kicked off a new deployment construct known as Air Expeditionary Force Teaming. This new construct helps provide predictability and stability to Airmen by showing them their window of vulnerability to deploy and what to expect in the process.

The AEF Teaming structure consists of eight periods, called Reserve Component Periods or RCP, and are planned to span over four years. Once complete, the Air Force will assess the program and possibly modify it if they find the need for change.

There are two six-month-long RCPs each year. Once a member is mobilized within their RCP they will receive one month of pre-deployment training, their six-month deployment, and one month of reconstitution time for a total of eight months.

The new construct is installation specific; each base is assigned a period in which its personnel are subject for deployment. During each RCP, up to 23 bases can be tasked for mobilization. This replaces the previous Tempo Band system that was dependent on a member's Air Force Specialty Code and a Unit Type Code that was assigned to that AFSC. Before, a member could deploy anytime their UTC was needed within their window of vulnerability. "The AEF Teaming structure was designed to prepare Airmen

as far in advance as possible," said Senior Master Sgt. Bill Campbell, the noncommissioned officer in charge for the Plans and Integration section for the 141st Logistics Readiness Squadron. "Our airmen will know when they're expected to deploy, for how long and how frequently."

The standard RCP battle rhythm is a 1:5 mobility-to-dwell ratio. For example, the eight months that a member is mobilized, they are then given 40 months of time at home. Some career fields that have not historically seen deployments will now be tasked for more positions under the AEF Teaming construct. Currently, the Reserve Component has already been tasked to fill more functional areas than they have seen traditionally. Even though the active component downrange is shrinking, the requirements are not. So, the only alternative is for the Air Force to tap into its reserve component.

The RCP construct also goes back to the idea of deploying a large number of forces from a given base, which means members will deploy alongside others from their own base.

"People will be deploying with people they know," said Campbell. "You go in with the benefit of having worked together; you can hit the ground running because you already know people's strengths and weaknesses. Everyone comes back with a shared experience and you've developed bonds that only deploying together can build."

PHOTO BY STAFF SGT. VERNON YOUNG JR.
U.S. CENTRAL COMMAND PUBLIC AFFAIRS



Volunteering for deployments may become less appealing due to the loss of benefits associated with deployments, such as dwell protection. By volunteering, a member is willingly giving up some of the benefits Air Force leaders have lobbied to secure for their members.

For instance, if there is a position for a deployment that cannot be filled, Staff Sgt. Joe Smith can volunteer to fill that shortfall, but by doing so, it does not protect him from the possibility of mobilization during his RCP. Also, if that deployment is not for a named contingency operation, such as Operation Enduring Freedom, he will not receive pre or post mobilization healthcare benefits. Member's benefits are also different depending on the type of mobilization.

For example, if Senior Airman Jane Jones is involuntarily mobilized in support of a declared national emergency, such as a terrorist attack, she will receive pre and post mobilization healthcare, gain early retirement credits, as well as the Post 9/11 GI Bill. If she were mobilized for a pre-planned involuntary mobilization, she would not receive the Post 9/11 GI Bill, early retirement credit, or pre-

mobilization healthcare, but she would receive post-mobilization healthcare, according to the National Guard Bureau's A1 Manpower and Personnel functional area.

"This is going to be an interesting time for the guard," said Campbell. "It is also challenging because this process is still in its infancy and we must be prepared for a greater number of members from our base to be deployed at any given time. One of the greatest benefits of the new structure is predictability, however members must remember that they may be mobilized outside of their RCP and they have to be prepared if and when they receive that call."

For more information associated with benefits and entitlements, 141st Air Refueling Wing members can utilize the Mobilization Information Guide by selecting the LRS tab on SharePoint and then selecting the deployments section at the top of the page. To learn more about AEF Teaming, please visit the AEF website <https://aef.afpc.randolph.af.mil/default.aspx> or contact your Unit Deployment Manager.

THE

STORY AND PHOTOS

BY STAFF SGT. VERONICA MONTES

DAILY FLAP

When reporting for the duty day, most maintainers go to their areas, prepare for their shift and begin the day's work. Yet the day begins a bit differently for some members in the 92nd Maintenance Squadron, where an Airman found a way to motivate, inspire and lead others with just a few words of wisdom in the morning.

The 92nd and 141st MXS maintainers refer to these written words as the 'daily flap.' Tech. Sgt. Eric Laflin, 141st MXS aircraft inspector, began the 'daily flap' roughly six months ago after completing the NCO professional enhancement course here. His coworkers said he is an inspiration and a leader in their team.

"Each day I walk around the aircraft, I get to see an amazing example of positive leadership. Everyday you'll see on the left wing inboard flap a "quote of the day" written in chalk," said Tech. Sgt. Simon Fancher, 92nd MXS periodic inspection section chief.

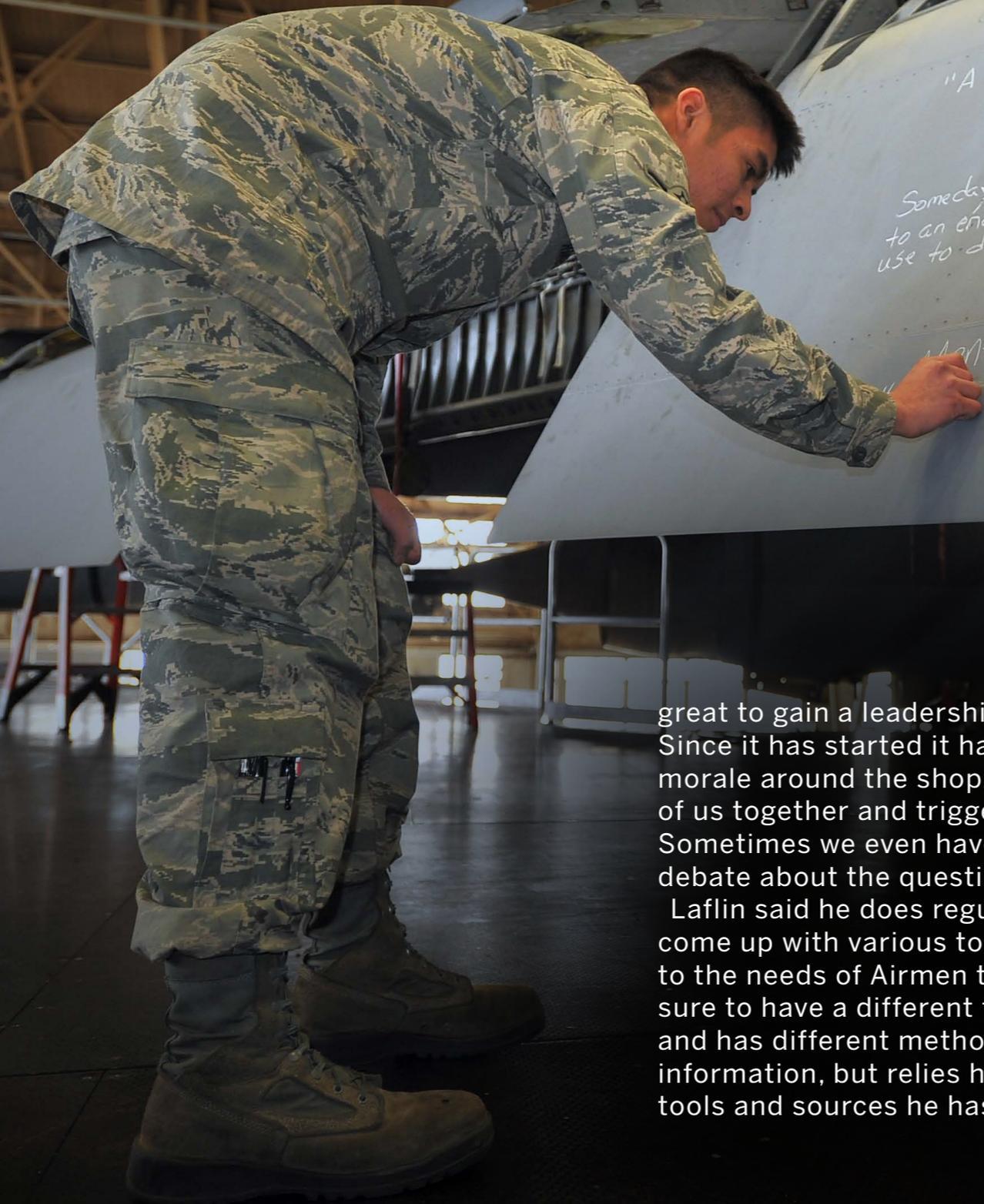
"The 'daily flap' is the first place the Airmen want to visit in the morning." Laflin said a light bulb clicked when he was in the NCOPE class.

"I thought of how I could motivate Airmen growing their career," he said. "I started writing quotes and questions on the aircraft our shop was working on that day as a way to motivate the team. When I got this leadership knowledge in NCOPE, I knew it needed to be passed on."

Laflin's new way of leadership spread quickly throughout the unit, and everyday Airmen began to gather around the words written on the flap, which change daily. Often the words are a quote or question written in chalk. The Airmen respond to the different topics, and said sometimes the 'daily flap' will be the topic of discussion the whole day.

"It's an everyday thing, we talk about it before we start work and get ourselves motivated," said Airman Max Ramos, 92nd MXS crew chief. "[Tech. Sgt. Laflin] trains us on the aircraft, but then gives us some life quotes. It's

Airman Max Ramos, 92nd Maintenance Squadron crew chief, responds to the question of the day on the 'daily flap'. The 'daily flap' is a mentoring initiative that began about six months ago.



The Daily Flap
"A life isn't significant except for its impact on other lives."
- Jackie Robinson
Someday your time in the military will come to an end. What word do you hope people will use to describe your service?
Mentor Loyal
Colorful
Honest
Meritorious

great to gain a leadership perspective. Since it has started it has brought up morale around the shop, and gets a lot of us together and triggers our minds. Sometimes we even have a healthy debate about the question."

Laflin said he does regular research to come up with various topics that pertain to the needs of Airmen today. He makes sure to have a different topic every day and has different methods to gather information, but relies heavily on the tools and sources he has learned from

professional development classes. "I'm ecstatic people are using the information they learned in the course," said Master Sgt. Rory McKinnon, 92nd Force Support Squadron career assistance advisor and NCOPE facilitator. "There are 21 briefings that rehone leadership and mentorship skills, along with teaching career progression and various other topics."

Laflin has been both an active-duty Airman and a guardsman during his 17 years in the military. Since 2007, he's



worked in maintenance, and serves as a civilian technician during the week and a guard member on the weekends. He said he has seen the total force integration initiative turn into an enterprise at the 92nd MXS that has created a synergistic environment within their shop.

While Laflin said they have always worked together well in the shop, the 'daily flap' brought about a greater attitude and it is now something the shop looks forward to, and said he will continue this daily project.

"These quotes, meant to inspire our Airmen, and motivate them to think critically, target the root cause of most maintenance-related incidents—complacency," Fancher said. "These questions work in developing an intellectual mindset to truly understand what impact each Airman has on the global Air Force mission as each Airman separately writes their answers below his question for everyone to see. These Airmen are constantly training and learning tasks, but what Laflin does is teach them how to care about the tasks they do every day. It's incredible." 

Tech. Sgt. Eric Laflin, 141st Maintenance Squadron aircraft inspector, writes an inspirational quote on what is referred to as the 'daily flap'.